

## The Norfolk News

Now wait for the Twentieth century.

Winter stayed over for Christmas anyway.

"Latest market report—Stockings have gone up"—Bee, 25th.  
Later still—Stockings have come down.

The Cumming County Democrat has issued a handsome Christmas number printed in red, with a brilliantly illuminated cover.

Number 13 is an unlucky figure for Mr. Bryan—at least it proved so last election. His electoral votes from the northern states are just 13.

The small pox scare appears to be almost abated and Norfolk is one of the healthy spots that didn't even develop a suspect. Great is Norfolk!

The prominent democrats who gave their support to Bryan must be considerably pained to discover how small their influence is when put up for an unpopular cause.

Mr. Bryan evidently has small faith in the ability of the average democratic editor to keep the people properly informed on the paramount issues and has concluded to supply the lack from the fountain head of all modern political wisdom.

Great Britain wants 50,000 American horses for her cavalry and will probably be accommodated. The United States is of first importance for her horse market and when a foreign country wants either a stylish or servicable cavalry this country is usually called upon to fill the demand.

If the makers of oleo are successful in getting their colored product officially recognized as a worthy substitute for butter their next move will probably be to have a law passed prohibiting the substitution of butter for the genuine article. A good thing should not be imitated with an inferior article.

Then there must be no "God in Israel" or else Senator Allen is not his prophet. The senator several years ago said "as sure as there is a God in Israel the republican party will go out of power" in 1900. The republican party has not gone out of power to any great extent in 1900 as far as the returns have been received, therefore—

The kidnaper is at present more feared by the average Omaha youth than any bogey man of romance with a long ancestry. One youth of 17 summers was frightened into hysterics on Christmas by the thought that the kidnappers were after him. He jumped out of a moving street car and landed in a heap in the middle of the street.

Americans pay foreign ship owners \$600,000 a day for ocean freights and there are those who would rather see this done than give \$500,000 a year to American ship owners as an inducement toward keeping these vast sums at home and establishing a merchant marine that could compete with other countries which do not hesitate to pay a subsidy if by so doing their commercial facilities can be given a supremacy.

While the future development of the Philippines is up for consideration do not lose sight of the fact that Nebraska and the entire west has magnificent resources awaiting development. The man who will develop a raw quarter section of Nebraska land will be doing more for himself and his country than if he sits on an empty cracker box and discusses the future of the Philippines until doomsday. The government is responsible for development along certain lines but if each citizen would conscientiously fulfill his duty as a progressive American citizen the country would much sooner reap the benefits accruing to a land with resources fully developed.

The prospects are that next week will close one of the most prosperous holiday seasons experienced by this country for many years. People have money and seem to be bent on spending it so that enjoyment will be brought to their families and friends. The merchants have been busy filling orders from large and choice selections of goods which will probably be none too large to supply the demand. A better quality is noticed than has been shown for a long time and the preference of customers seems to be for these goods. Prosperity is in evidence and the Christmas season is disclosing more of it than the most optimistic had been led to anticipate.

Christmas is one of the most enjoyable holidays of the year, and one of its most enjoyable privileges is that it affords an opportunity to share pleasures with those less comfortably situated. Fortunately the class of extremely poor families in Norfolk is exceedingly small this year and are composed of those who, through sickness or other misfortune, have been unable to take advantage of opportunities offered to make respectable wages. As the few that remain should be made the more enjoyable. The Salvation

Army has arranged to provide comforts to them in a large degree, but the work should not be left wholly to them. While they will abundantly do their share others can find opportunity to make the hearts of their poor neighbors rejoice and be glad.

Judge Taft, president of the Philippine commission, gives some very optimistic views concerning the future of that archipelago and the advantages it will offer for trade. He considers that there has been wonderful progress along all lines since the United States has come into control but their resources have been barely touched. In a recent letter he says: "With these islands completely pacified they are far and away the best possessions in the Orient for purposes of trade and development. Their climate is better than the climate of any tropical country I know, and the capacity for agricultural, mineral and commercial development would seem to be unlimited. Even with the unsettled condition of the country as it is, the tonnage of the vessels coming into the harbor of Manila, excluding the government transports, is double what it was in Spanish times, and the same thing is true of the inter-island tonnage. With the construction of roads and railroads through the islands the opportunities for development cannot be exaggerated."

Of all the boldest schemes ever carried out in an apparently successful termination in Nebraska, that of the kidnapers of Omaha is entitled to the first place. The transaction reads as though an extract from a dime novel of the yellowest style, but the facts, as far as disclosed, seem to be unquestionable. It but emphasizes the impression that the country is experiencing a season of desperate outlawry and the means for breaking it should be as determined as the conditions require. Mr. Cudaby was made the victim solely on account of his great wealth and the agony to which he and his family was submitted is additional cause for thankfulness to the man who has no wealth, knowing that there is no incentive for him to be submitted to the ordeal. If there is one gang of bandits more than another, whom the people of Nebraska would like to see brought to a speedy and severe punishment, it is the fellows who kidnapped Edward Cudaby, jr. Mr. Cudaby has shown a commendable spirit in offering an additional \$25,000 for the arrest and conviction of the abductors of his son.

Many of those versed in law are making profound arguments that there is no law on the statute books of Nebraska providing for the punishment of abductors in this state, thus leaving the impression that the door is wide open for all that sort of work a person may desire to do. Any court that may chance to have the custody of an abductor, especially of the Omaha stripe, will undoubtedly have the tacit consent of the people in general to administer a punishment commensurate with the crime. The only person likely to object would be an attorney desiring to make a record as a criminal lawyer or one with a good fat fee in sight. If there is a weakness in the law it would seem to be in allowing an opportunity for technical quibbles that might result in the release of a bandit of this character. There certainly should be a law providing for the punishment of such criminals, but above all there should be a punishment. Every time a duly authorized court fails to punish, as they occasionally do, on account of a slight technicality, they furnish a substantial pretext for lynch law and anarchy.

Queen Victoria of England has at last reached the point where she is no longer able to attend to the functions of her office and there is talk of a regency. Next May, the 24th, the queen of the foremost empire in the world will be 82 years of age, and has had a continuous reign of 63 years, during which her country has enjoyed unprecedented progress along all lines. Lately she has been relieved in a large degree from the burdens of state, her extreme age making it but a question of time when she could no longer attend to the least burdensome duties. The failing of her wonderful energy is cause for regret to all and it is the earnest desire that her successor shall be as competent for the position as she has proven herself to be. Albert Edward, prince of Wales, now in his 59th year and heir to the throne, may be permitted by tacit consent to assume the responsibilities of the office and thus remove the necessity of a regency. The Princess Beatrice has been attending to social and court duties for the queen for some time. Visitors to Windsor now are only those whose reception there is dictated by imperative state reasons.

Oleo May be Harmless.  
Congressman Cousins of Iowa is at least one who proposes that oleomargarine shall be given its proper place. Giving his reasons for favoring the proposed tax on the product he says: "If anyone wants to lubricate his griddle cakes with machine oil that is his business, but let him stand by his colors and convictions and not steal the creamy hue of the innocent country butter. It is used as an excuse for the fraud that oleomargarine contains no deleterious ingredients. Neither does

horseflesh, and if a boarding house keeper should serve horse meat to his boarders as a pretense for beefsteak he would be just as guilty as those who color cotton seed oil and tallow and sell it as the genuine product of pure cream. A hair in the butter used to be regarded as an awful thing, but now statesmen would defend it on constitutional grounds, holding that the ingredients of hair are harmless and that its trade between the states should be unrestricted. You can paint landscapes in any color you please, that is fiction, and buyers must take their chances. But when it comes to things that are taken internally they should be properly labeled. When a landlord trusts me I feel that I should trust him, but this confidential relation can never exist while the oleo man is around with his criminal and commercial inducements. When your physician allows you to eat so much butter each day, how can you know what to tell him when there has been an oleo man in the community. When a firm sells a favorite brand of axle grease it takes great pride in labeling it, even in the smallest packages, but the oleo men are not so proud as some folks are, they are willing to live in obscurity and when they have accumulated a fortune take up their abode elsewhere."

### SOWN BY GUNPOWDER.

A Curious Way of Covering a Rocky Crag With Plant Life.

In the grounds of the Duke of Athol and near Blair castle, England, stands a high, rocky crag named Craigieburn. It looked grim and bare in the midst of beauty, and its owner thought how much prettier it would look if only trees, shrubs, etc., could be planted in its nooks and crannies. It was considered impossible for any one to scale its steep and dangerous acclivities, and no other way was thought of to get seed sown.

One day Alexander Nasmyth, father of the celebrated engineer, paid a visit to the duke's grounds. The crag was pointed out to him, and he was told of the desire of the duke regarding it. After some thought he conceived how it could be accomplished. In passing the castle he noticed two old cannons. He got a few small tin canisters made to fit the bore of the cannon and filled them with a variety of tree, shrub and grass seeds. The cannon was loaded in the usual way and fired at the rock from all sides.

The little canisters on striking the rock burst, scattering the seeds in all directions. Many seeds were lost, but many more fell into the ledges or cracks where there was a little moss or earth. These soon showed signs of life, and in a few years graceful trees and pretty climbing plants all sown by gunpowder were growing and flourishing in nearly every recess of the formerly bare, gray crag, clothing it with verdant beauty.

### The Drug Business.

"Boys," said the drug store proprietor to a couple of reporters who had dropped in, "you may think it a soft soap to have a drug store and make prescriptions for the neighborhood. You may think it funny to sell proprietary articles, blotting paper, candy, toothbrushes and soda water. But it ain't. The drug trade of today handles no less than 30,000 different articles, and the shop that is without a complete stock is obliged to pretend to have it or go out of business. The retail druggist says more often than all other merchants put together, 'We are just out of so-and-so, but I can get you a bottle.' The up to date wholesale drug house carries 6,000 articles in the department of chemicals, drugs, oils, etc., and about 8,000 patent medicines. These we might call 'standard.' If druggists' sundries are taken into account and local proprietary medicines of a secret character, the price list will contain, as I have stated, no less than 30,000 articles."

### A Business Epitaph.

"I was hunting for odd epitaphs," said a Tennessee newspaper man, "and in a cemetery in my own state I came across one that was inscribed upon a neat granite monument and read in this way: 'Sacred to the memory of John Smith, for 20 years senior partner of the firm of Smith & Jones, now J. J. Jones & Co.'  
"Of course the names weren't really Smith and Jones, but I don't want to hurt anybody's feelings, and they will answer for the purposes of the story. I met Jones later, and he gave me a frank explanation of the inscription."  
"Smith was a bachelor without relatives," he said, "but he knew a tremendous lot of country people, and if any of them happened to see his grave they might think that the old house had closed up and gone out of business. So I thought it no more than right to let them know that the firm was still alive."

"I complimented him upon his good judgment."

### And Still He Failed.

He flattered himself that he was a clever man, and he decided to propose in a clever way.

"The use of 'shall' and 'will' always puzzled me," he said reflectively. "I never knew just which is the correct word to use."

"The rule is very simple," she replied innocently. "Just remember that—"

"Oh, never mind the rule," he interrupted. "Just tell me which is correct—'I shall marry you' or 'I will marry you'?"

"Neither," she answered promptly.—Cincinnati Post.

The man who is afraid he may work too hard never does.—Chicago Times Herald.

## OUR WASHINGTON LETTER.

CANAL AND SHIPPING BILLS HOLD THE ATTENTION OF LEGISLATORS.

Disappointed Members and How They Get Even by Making Long Speeches—Why the Senate Needs a Closure Rule.

(Special Correspondence.)

WASHINGTON, Dec. 21.—Interest continues to center at the capital. In spite of the holiday recess and the thought of Santa Claus and Christmas gifts and the festivities of the season, people are pondering over the great measures pending in congress. There are diversions in the direction of preparations for the reinauguration of President McKinley and the social season which will follow the reassembling of congress the first week in the new year. But the anxiety of the people to have placed in law two or three great measures under discussion and which the predominant party promised to have enacted constitutes the all consuming theme of discussion.

It is yet believed that the Nicaragua canal treaty will in some satisfactory form be ratified, and then will follow the adoption of the Nicaragua canal bill. It is a question whether there will be in the bill finally adopted an outright appropriation providing for the complete construction or whether there will be a pledge for the construction of the canal and a small appropriation for the acquisition of all the rights and the completion of the survey and the appointment of a commission and the making ready of everything for the final contract when congress meets again next December.

It is generally felt that some provision must be made for the marketing of the surplus products of our country. The unexampled growth of our export markets must be not only maintained, but continued. If the merchant marine bill is passed and provision made for the construction of the Nicaragua canal, a new impetus will be given to the growth of our export markets, and it will not be necessary to wait until each of these accomplishments has been perfected to make a very perceptible impress upon the expansion of our markets and the heightening of the prices for our products. The opposition that pertained in some quarters to the adoption of the merchant marine bill on account of the odious name "subsidy" is disappearing. In some quarters there was hesitation on account of the proposition to admit to American registry foreign built ships because of a disposition to confine the construction of all ships that would profit under the proposed law to those constructed in American shipyards. But now that it is understood that the only object to be attained by the bill is the establishment of ships under the control of American laws to carry American products into foreign markets and create the greatest possible amount of rivalry, thus assuring the lowest possible freight rates, this prejudice and hesitation are disappearing. It is proposed that the foreign built ships shall only profit to the extent of one-half of the amount of the ships built within the United States, but the foreign built ships are required to furnish the same means of transportation and enter fully as much into the rivalry for the reducing of freight rates, so that the producer is only interested in getting good markets and low freight rates, while American shipbuilders and the producers of articles which will enter into the construction of ships are fully satisfied to know that they are given double the advantage, while only 50 per cent of the bounty goes to the ships built abroad, but registered under American laws and subject to American discipline.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

President McKinley has snuffed out the idea that he may have an extra session of congress. A few disappointed men in each branch of congress—men who were defeated for re-election and must on the 4th of March retire to private life—returned to their posts of congressional duties with the idea that they would be dogs in the manger and prevent legislation. Some of them even threatened to talk to death any measure that might be proposed. In the house there is a committee on rules which may at any time report a resolution advancing as a privileged measure any bill to be discussed, and the resolution may fix the time limit of debate and an hour when a vote will be taken. In the senate there is an old rule of rules which provide that so long as any one wants to discuss a proposition he may do so, and not until all have talked as much as they want to talk can a vote be taken. For many years there has been discussion as to the feasibility of "closure," which means a provision in the rules which will enable a majority of the senate to fix an hour when debate shall cease and a vote be taken on a given proposition.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

President McKinley has snuffed out the idea that he may have an extra session of congress. A few disappointed men in each branch of congress—men who were defeated for re-election and must on the 4th of March retire to private life—returned to their posts of congressional duties with the idea that they would be dogs in the manger and prevent legislation. Some of them even threatened to talk to death any measure that might be proposed. In the house there is a committee on rules which may at any time report a resolution advancing as a privileged measure any bill to be discussed, and the resolution may fix the time limit of debate and an hour when a vote will be taken. In the senate there is an old rule of rules which provide that so long as any one wants to discuss a proposition he may do so, and not until all have talked as much as they want to talk can a vote be taken. For many years there has been discussion as to the feasibility of "closure," which means a provision in the rules which will enable a majority of the senate to fix an hour when debate shall cease and a vote be taken on a given proposition.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

It has just dawned upon many of those who have adversely criticized the shipping bill that but a very small percentage of our goods are not marketed in American ships; that more than nine-tenths of our produce goes abroad in ships owned and controlled by foreigners, and should any rivalry or jealousy occur our farmers and manufacturers would be the ones to suffer and not the United States government. But the only question now in dispute as to this measure lies in the question of whether the bounty is to be paid on the tonnage carried or on the capacity of the ships making regular sailings to given ports, taking our exports without respect to their cargoes, just so the latter are made up entirely of American products.

## MAY BUY SIOUX LANDS.

Indians on Rosebud Reservation are Willing to Sell.

SIOUX FALLS, S. D., Dec. 26.—Parties familiar with the views of the Sioux Indians on the Rosebud reservation in reference to the disposal of them to the government of about 23 townships of land, situated in Gregory county, say that the Indians are strongly in favor of the proposition. Bills providing for the appointment by President McKinley of a commission to treat with the Indians for the surrender of the land have been introduced in congress, and as the support of the South Dakota congressional delegation has been enlisted in behalf of the measure there seems little doubt that the efforts to secure the opening of the land to white settlement will be successful.

## RACE WAR IN INDIANA.

Drunken Negroes Start a Reign of Terror at Cementville—One of the Rioters Shot. Whites Keeping Within Doors.

JEFFERSONVILLE, Ind., Dec. 26.—A race war is on at Cementville, five miles north of this city, and serious trouble is expected at any minute. The negroes are all armed, and the whites are keeping within doors to avoid them.

The outbreak began yesterday when Lee Ranger and John Redmond, negroes, both very drunk, started in to intimidate whites. When their insults were resented other negroes jumped in with the liquor-crazed men and captured Sam Kendall's saloon. Nearly 20 shots were fired, but no one was hurt. Kendall, in addition to his saloon, conducts a dry goods store, which was being attended by his wife, and into this the negroes flocked after the firing at the saloon.

Mrs. Kendall was badly frightened and her husband ran into the place and began shooting into the mob. Ranger was shot, but how badly is not known, as he was carried away and secreted by his companions. Kendall's life was threatened and about midnight he was able to escape from his store and came direct to this city, awakening Prosecutor Montgomery and begging him to issue warrants and have deputy sheriffs sworn in to serve them. It was almost daylight when the town became quiet, the negroes having everything their own way. No further outbreak has taken place, because the whites are intimidated to such an extent that they are using every possible precaution to prevent a collision with the blacks. It is believed the slightest quarrel will bring about a bloody riot.

## FEW SCRANTON CARS RUN.

Men Brought to Take Strikers' Places Induced to Quit.

SCRANTON, Pa., Dec. 26.—Owing to the successful work of the scouts of the striking carmen ten of the 13 men brought from Syracuse to take their places were sent home and two others were induced to quit and agree not to go back to work.

Only two cars were run in the whole county yesterday. One of these, on which Superintendent Patterson was motorman, ran off the track and was so badly damaged it had to be taken to the barn.

Thirty-one men arrived last night from New York city to take the strikers' places, but 17 quit at the railroad station at the solicitation of the strikers' scouts and promised to go back to New York. They say they were recruited through advertisements in the papers to come to Scranton to work on a new road and that none of them had any idea there was a strike in progress here.

## Caught at Grade Crossing.

LINCOLN, Dec. 26.—John Riley of 1601 Francis street, Belmont, was struck and almost fatally injured by a Missouri Pacific train last night. He was driving, with his son, across the tracks on North Fourteenth street when a long train of freight cars backed down upon him. The son escaped injury by leaping from the vehicle, but Riley was caught by one of the cars and dragged along the ground for a distance of 300 feet. His left arm and left leg were afterwards amputated.

## Welsh Singers Carnival.

OTTUMWA, Ia., Dec. 26.—The most successful meeting of the Elisteddof association of Iowa ever held was that of yesterday, when 2,000 Iowa singers met here in keeping with a time-honored Welsh custom for the purpose of indulging in a carnival of song.

## TELEGRAPHIC BRIEFS.

A dispatch from Warsaw says that 82 Poles have been arrested there, being accused in a political conspiracy.

Colonel Henry B. Harshaw, former state treasurer of Wisconsin, died in Milwaukee Tuesday. Death was due to cancer of the tongue.

Burglars broke into the Kespohl-Mohrenstecker company's store at Quincy Tuesday night and stole 95 bolts of silk, valued at \$4,000.

Jacob Werten shot and fatally wounded his son, John, at Great Falls, Minn., Tuesday. Werten had treated his wife badly and the son interfered to protect the mother.

Orders have been issued abolishing the train boys, or "news butchers," on all trains of the Erie railroad system west of Salamanca, N. Y., after Dec. 31 and on all lines east of that point after Jan. 31.

Veteran Conductor Fatally Hurt.

OMAHA, Dec. 26.—E. P. Locke, who has been a passenger conductor on the Missouri Pacific railway for 20 years, was so severely hurt while coupling a sleeping car at Union, Neb., that he died in the hospital in this city.

## OUR WASHINGTON LETTER.

SOME OF THE THINGS CONGRESS IS DOING IN THE SHORT SESSION.

Several Important Measures Which Are Now Under Consideration—A Gay Social Season as Well as a Busy Time at the Capital.

(Special Correspondence.)

WASHINGTON, Dec. 22.—It would seem that the closing will be as important and interesting as were the opening days of President McKinley's first term at the White House. When President McKinley was inaugurated March 4, 1897, the country was in a condition of commercial paralysis, and the people threatened a revolutionary movement against Spain. After the work of the extraordinary session of congress called by President McKinley for the enactment of a new tariff law and the authority which brought us war with Spain and the long train of exciting events which gave to our country the greatest prosperity ever enjoyed by any people in the world and within 90 days of actual fighting brought us perfect success in arms and the acquisition of Porto Rico, Cuba and the Philippines, it would seem that there was little more for an administration to do in order that it might be crowned with the greatest possible success. But it appears that President McKinley's first four years of administration have much more in store.

The second term of a congress is always brief. It opens on the first Monday in December, takes ten days of holiday recess and must, by limitation of the constitution, expire at noon on the 4th of March. This gives only about ten weeks for actual work. There are all the great appropriation bills to be passed yet and some of the most important legislation that has been proposed since the advent of President McKinley. The great tariff law of 1897 has performed wonders in bringing prosperity. It secured protection to home industries, and the commercial reciprocity provisions made it possible for the president to find many new markets for American products. The currency bill fixed the gold standard and placed us among the foremost of the civilized countries. The national banking act perfected our financial system and refunded the government debt on the lowest interest basis enjoyed by any people on the face of the globe—2 per cent.

And now there are before congress two of the next greatest measures for the future prosperity of our country ever proposed—the merchant marine and the Nicaragua canal bills. If the government will only secure the establishment of a number of new steamship lines to our old and all of our new markets, securing steady and reliable sailings and low freight rates, we will not only hold all of the markets we now have, but will be able to enlarge them and increase our exports, which, remarkable as it may appear, were larger during the past three and a half years than during all the previous existence of our republic. It has become necessary, however, in order to hold our great export markets and keep up prices for the products of the factory, the mill and the farm of the United States, to provide for the shipment of our surplus on the bottoms of American registered steamships.

The same Republican principle that secured the adoption of the present tariff law and the financial bill which fixed the gold standard and secured the greatly enlarged circulating medium and brought about the refunding of the national debt at 2 per cent promises to secure the adoption of the merchant marine bill, which will undoubtedly open up many new markets and give our farmers and manufacturers great advantages. The principle involved in the upbuilding of the merchant marine is identical the same as that involved in our American system of tariff protection. It is said that from 10 to 20 times more people will be directly interested in the building of new lines of merchant steamships and their maintenance than were interested in certain articles protected by the tariff bills of 1883, 1890 and 1897, which protected the "infant industries." The tin plate, the plate glass and the beet sugar industries were established and fostered entirely by the large duties imposed upon them by Republican tariff laws, and it has been proved by 30 years of experience—organized efforts constantly made ever since the civil war—that our own lines of steamships cannot be established or maintained except through government support until there have been found for a period of years steady markets for our products, markets which will give profitable employment to our steamship lines.

After the adoption of the merchant marine and the Nicaragua canal bills the Republican party and the Republican administration and congresses will have faithfully fulfilled all of the promises made in the platforms adopted at St. Louis and Philadelphia and the subsequent presidential campaigns. There is little doubt of the early final adoption of the merchant marine bill. The adoption of the Nicaragua canal bill has all along depended upon the ratification of the treaty with England, providing for the neutral and peaceful control of the proposed waterway.

Washington will not only be a very busy place until the 4th of March, on account of the very important measures before congress, but it will be a gay place socially. Lent will make the season short, scarcely more than six weeks in duration, with the Christmas holidays deducted, but the reinauguration of President McKinley promises to be the most brilliant and most largely attended of any ever held.